

WINE AND SPIRIT MERCHANT.
CHAZALON & CO.
MAKERS AND FRENCH RESERVES
12, 13 & 14
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING.
DISS BROS.
Tailors.

No. 13,557.

號七十月九年六零百九千一英

HONGKONG, MONDAY, SEPTEMBER 17, 1906.

日九廿月七年午丙

PRICE, \$8.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MAEWEEN, FRICKEL & CO.
1815 3, DUDDELL STREET.

Intimations.

WHO'S WHO IN THE FAR EAST.

THE
ONLY BOOK OF REFERENCE
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE

Price \$10.

FORWARDED TO ANY ADDRESS

OBTAINABLE FROM THE PUBLISHERS—

S. QUEEN'S ROAD CENTRAL.

Hongkong.

Hongkong, July 19, 1906.

HONGKONG VOLUNTEER CORPS.

A

GRAND PROMENADE

CONCERT

WILL BE HELD ON THE

VOLUNTEER PARADE GROUND,

On THURSDAY,

20th SEPTEMBER, at 8.15 P.M.

TICKETS (\$2 and \$1) may be obtained

from VOLUNTEER HEADQUARTERS and from

Messrs KELLY & WALSH, LTD.

Hongkong, September 15, 1906. 1801

WANTED.

YOUNG LADY CASHIER. European

preferred. Previous experience not

altogether necessary.

Apply

Care of 'CHINA MAIL' Office,

Hongkong, September 14, 1906. 1791

WANTED.

A FIRST-CLASS BILLIARD TABLE.

Apply to

Care of 'CHINA MAIL' Office,

Hongkong, September 3, 1906. 1736

CHEAP CASH SALE.

AT COST PRICE.

CLARETS. BRANDIES.

BURGUNDIES. WHISKIES.

ROCKS. LIQUEURS.

&c. &c.

FOR THIS WEEK ONLY.

GREGOR & CO.

Hongkong, September 6, 1906. 1773

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has

been appointed to enquire into and

report on the following matters viz.:

1. Whether the Administration of the

Sanitary and Building Regulations

enacted by the Public Health and

Buildings Ordinance, 1905, as now

carried out is satisfactory, and if not,

what improvements can be made.

2. Whether any irregularity or corruption

exists or has existed among the

officials charged with the administration

of the aforesaid Regulation.

The Commission expressly invite the

inhabitants of Hongkong and Kowloon to

co-operate with them by forwarding any

complaint they may have to make or sug-

gestion, to offer in connection with the

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,363 tons, Captain H. D. Jones.
S.S. POWAN, 2,338 tons, Captain W. A. Valentine.
S.S. FARSIAN, 2,360 tons, Captain R. D. Thomas.
S.S. HANKOW, 3,071 tons, Captain C. V. Lloyd.
S.S. KINSHAN, 1,995 tons, Captain J. J. Lousins.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m. (Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin Accommodations.

Hongkong-Macao Line.

S.S. HEUNGSHAN, 1,998 tons, Captain F. Morrison, A.R.N.
Departures from Hongkong to Macao on week days at 9 p.m., except when otherwise notified by Express. Sunday Special Excursion, leaving Hongkong at 9.30 a.m., and a Second Departure about 7 p.m.
Note: During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second departure about 7 p.m. On Sundays about 9 p.m. (See Special Expresses).

Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer sails from Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAIYAM, 588 tons, Captain J. Wilcox.
S.S. NANNING, 669 tons, Captain C. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

R. HOUGHTON.

NAVAL, MILITARY AND CIVIL TAILOR.

16, QUEEN'S ROAD CENTRAL.

Hongkong, September 12, 1906. 1190

THE OLIVER TYPEWRITER

VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALLED FOR DUPLICATING

WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE,

General Agents

for Hongkong & South China.

Hongkong, April 21, 1906. 726

CAMPBELL, MOORE & CO., LIMITED.

CLEARANCE SALE.

CLEARANCE SALE.

COMMENCING ON

MONDAY, the 17th inst.

FOR 2 WEEKS ONLY.

Revenue Fire Branch... 2,061,044 19 8

Life & Annuity... 1,713,208 19 10

Branches... 23,774,853 19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO.,

1597

THE CITOPHONE.

A HOUSE TELEPHONE.

CAN be fitted to existing Electric Bells.

No Extra fittings needed. As clear and distinct as an Ordinary Telephone.

Best Telephone for Private Houses, Hotels, Boarding Houses, Offices, Hospitals, etc., etc. Price very Moderate.

Can be inspected at the Offices of the Sole Agents:

LUTGENS, EINSTAMANN & CO.,

No. 2, PEDDER STREET.

Hongkong, February 5, 1906. 1380

'THE WORLD'S NEWS'

(SAI KAI KUNG YIK FO)

A LEADING CHINESE PAPER.

Wide Circulation in Hongkong and South China.

Superior Medium for Chinese Advertising.

BLOCKS MADE. HALF TONING.

PRINTING A SPECIALITY.

Orders Promptly attended to.

161, DES VUEX ROAD CENTRAL.

Hongkong, March 12, 1906. 522

Business Notices.

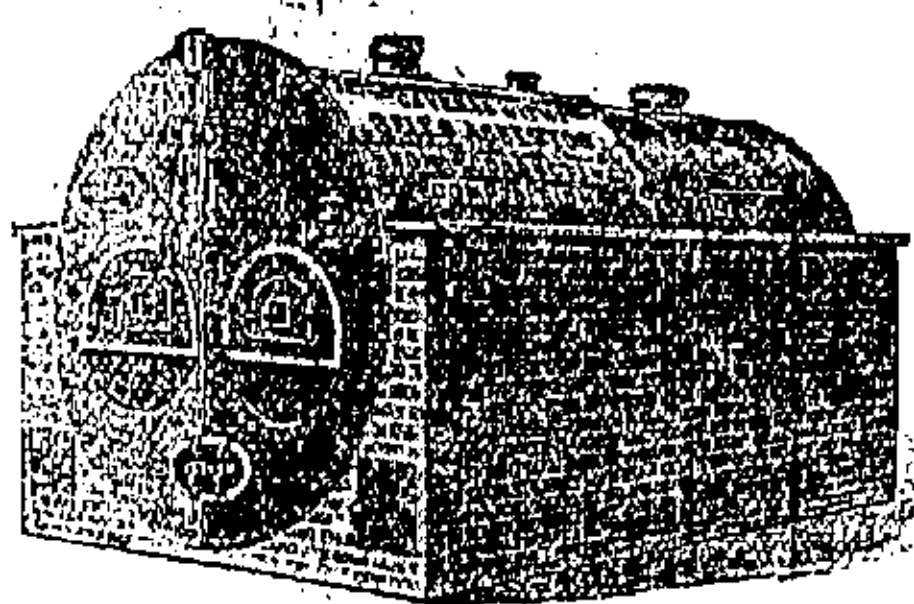
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPIES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VUEX ROAD.

LANE, CRAWFORD & Co.

JUST RECEIVED NEW CONSIGNMENT OF

'WALK OVER' BOOTS

BLACK VARIOUS

BROWN SHAPES

PATENT AND

SIZES.

LANE, CRAWFORD & Co.

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

H. HAYNES, Manager.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.

FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.

WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER. 1985

N. LAZARUS

OPTICIAN.

No. 5, PEDDER STREET

(Under Hongkong Hotel).

SIGHT TESTED FREE.

LENSES GRIND.

REPAIRS

A SPECIALITY.

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).

DEVELOPING AND PRINTING FOR AMATEURS UNDERTAKEN.

NEW PANORAMIC VIEWS OF HONGKONG.

Taken in August.

Hongkong, September 5, 1906. 1178

CHAMPAGNES

FROM

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 460

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.

FOR TERMS APPLY TO

THE MANAGER. 804

CHEE WING & CO.

28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL.

IRON WARE, &c.

STEEL GIRDERS and TEES.

CORRUGATED IRON, FIG IRON, &c.

Scalable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

1233

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE

LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at 'CHINA MAIL' Office,

5, WYNDHAM STREET.

Price 50 Cents each.

REFORM IN CHINA.

BEING a letter addressed to Rear-Admiral Lord CHARLES BERESFORD, O.B.E. M.P. And an article in reply to CHINA: 'THE SLEEP AND AWAKENING.'

To be had in pamphlet form at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price One Dollar.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net. \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net. \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

DRESSMAKERS & MILLINERS.

ARE NOW SHOWING

A GOOD SELECTION OF SMART NEW FOULARDS

AND WASHING SILKS, VOILES, EOLIENNES, etc.

In all the New Art Shades.

NEW KID GLOVES.

7 & 9, Pedder Street (Hongkong Hotel Building).

HOTEL BALTIMORE

LATE HOTEL, AMERICA

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,

AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

Terms Reasonable. Apply to THE MANAGER. 1151

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY.

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID.

In 1 Gallon and 5 Gallon Tins.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRIOR & Co.)

All kinds of FURNITURE, CARVED (ANTON BLACKWOOD, CROCKERY and GLASS

WARE KITCHEN UTENSILS, etc., etc.

AT MODERATE PRICES. 159

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

CHEAP POPULAR NOVELS, &c., 40 Cts. Each; 3 for \$1

Lady Rose's Daughter, by Mrs Humphrey Phyllis, by Mrs Hangerford.

Ward. The Divine Providence, by Sweden Borg.

The King's Stockbroker, by Gantier. The Japs at Home, by Sladen.

Harvest of Sin, by Leighton. The Yellow Frigate, by Grant.

The Gladiators, by Whyte Melville. A Twofold Inheritance, by Boothby.

The Pearl Maiden, by Rider Haggard. Diogenes Sandals, by Mrs Kennard.

Qao Vadio. Rodman the Boat Steerer, by Becko.

Scottish Chiefs, by Jane Porter. Jubilee Book of Cricket, by Ranjitsingh.

AQUARIUS Co's

STONE GINGER BEER

STRIKES IN INDIA.

Labour troubles were numerous in India last month. On August 22, about 2000 road sweepers employed by the Calcutta Corporation struck work demanding an increase in pay from Rs. 8 to Rs. 12 per month. Their grounds were the dearth of food and long and heavy hours of labour. The Corporation refused the men's demands and subsequently settled matters by allowing them a dollar per month each gratification. The position and delivery of the Bombay Postal Department went on strike for higher wages, and 488 of them were summarily discharged from the service. About 100 of the postmen remained loyal and the work of the department was carried out as expeditiously as possible with this number. After remaining out a few days the men showed signs of weakness and were soon expected to apply for re-admission. There have been several strikes of private employees.

SHARE REPORT.

In their weekly share report, dated 11th Sept., Messrs. Vernon and Smyth state:—The market has ruled very dull during the week, and rates generally have tended to weakness. The little business which has been transacted has been of a sporadic and unimportant nature. The continued rise in sterling exchange is still the chief deterrent influence on the market. Exchange on London, T.T. 2s. 9½d. on Shanghai 73.

Rails.—Hongkong and Shanghai have been on offer during the week, and in the absence of buyers the rate has fallen to \$800 without sale. National railway unchanged.

Marine Insurance.—The market under this heading has been an exceptionally dull one, and with the exception of small sales of Canton at \$820 and \$840, we have no business to report. Union, China, and Yangtze are all procurable at quotations.

Fire Insurance.—Hongkong has been placed at \$227½, and the market closes quiet at that rate. China has been procurable at \$20, but we have heard of no sales.

Shipping.—Hongkong, Canton and Macao have changed hands at \$28, and close steady at the rate. India have found buyers, both locally and in Shanghai, at \$74, and close in a small demand at that. China and Manila, after small sales in the early part of the week at \$24, were done in fair lots at \$21½, the market closing quiet. Douglases continue to offer at \$47 without any business to report. Small transports could be placed at \$27½, but we have heard of no sales. Star Lines unchanged. **Refineries.**—Sales of China Sugars have ruled erratic and sales are reported at \$160, \$150, \$158, and \$157 for cash. The market closing with buyers at \$158. On time shares have been placed at \$160 for November, \$155 for December, and \$153 for January. Sugars remain without business.

Wharves.—Wharves have changed hands at \$84 and \$84½, closing steady at \$84. We have nothing to report under this heading. **Docks, Wharves and Godowns.**—Hongkong and Whampoa Docks have shown a further weakness, and the rate has fallen without sales to \$133. Kowloon Wharves have been placed at \$103, and close with buyers at \$102½. Shanghai Docks remain steady at \$103, closing with buyers at that. Hongkong Wharves have receded in Shanghai to \$124.

Land, Hotels and Buildings.—With the exception of small sales of Hotels at \$115, and Hongkong estates at \$111, we have nothing to report under this heading. **Cotton Mills.**—All Shanghai mills remain unchanged. Hongkong have declined to \$181, ex dividend of \$11.

Miscellaneous.—China Borneo have declined to \$104, without sales. China Providents have been placed at \$17, \$16, Green Islands at \$22, Dairies at \$17, and Watsons at \$13. We have nothing else to report under this heading.

INFANT MORTALITY.

THE attention of the Town Council at Johannesburg, Transvaal, was last week directed to the fact that out of eighty-four infants, who died in December, forty-four of them had died of dysentery. An investigation with a view of tracing the source of the disease was authorized. Under the best of conditions attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and druggists.

TOLD BY A MOTHER.

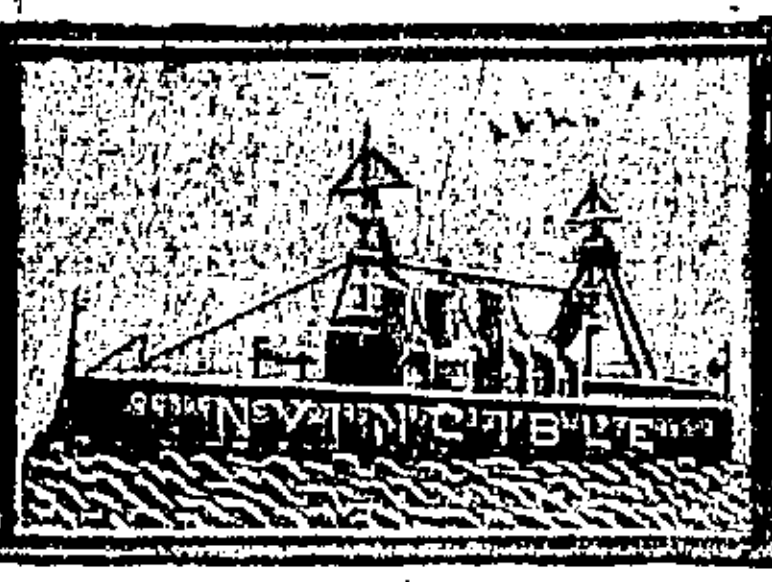
11, Albion Street, Rugeley, England.
FROM childhood I have had kidney and bladder trouble, but since my marriage (over 7 years ago), I have suffered more than I can tell, especially during pregnancy. For the few months preceding the birth of my children, the water collected in my limbs and body, making me a dreadful size. I became so big that I had to go sideways up and down stairs; my legs were swollen as large as buckets, and I must have weighed over 18 stone. I used to be afraid that, if the water reached my heart, I should be gone.
I suffered from violent cutting pains in the back and loins; I would be nearly blind with pain in the head, and my heart seemed as if it would leap into my mouth. I was a walking misery.
The doctor described my illness as dropsy, but his medicine did me no lasting good.
Of Dean's Backache Kidney Pills, however, I cannot speak too highly; they have made me a different woman, and if married women know what a blessing these pills are, they would never be without them.
After I had used Dean's Pills a few days, they began to flush out great quantities of water, and the swellings gradually went down. But that was not all; I began to feel as I used to from the terrible backache pains in the head, or heart trouble.
I don't know when I felt so well as I do now.
(Signed) MARIAN TYLER.
Dean's Backache Kidney Pills are 2/6 a box, or 1/3 for 6 boxes. To be had of all chemists and druggists, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price.

GEO. ANGUS & CO., LIMITED.

ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.

Oak Tanned Leather Belting, Link Belting, Raw Hide Belting, Raw Hide Gears, &c.

CANVAS ROPE, COTTON BELTING, HAIR BELTING, WORKS—BENTHAM, LANCASTER.



MIYAKO HOTEL, KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

USE ONLY & USE ALWAYS

ATKINSON'S

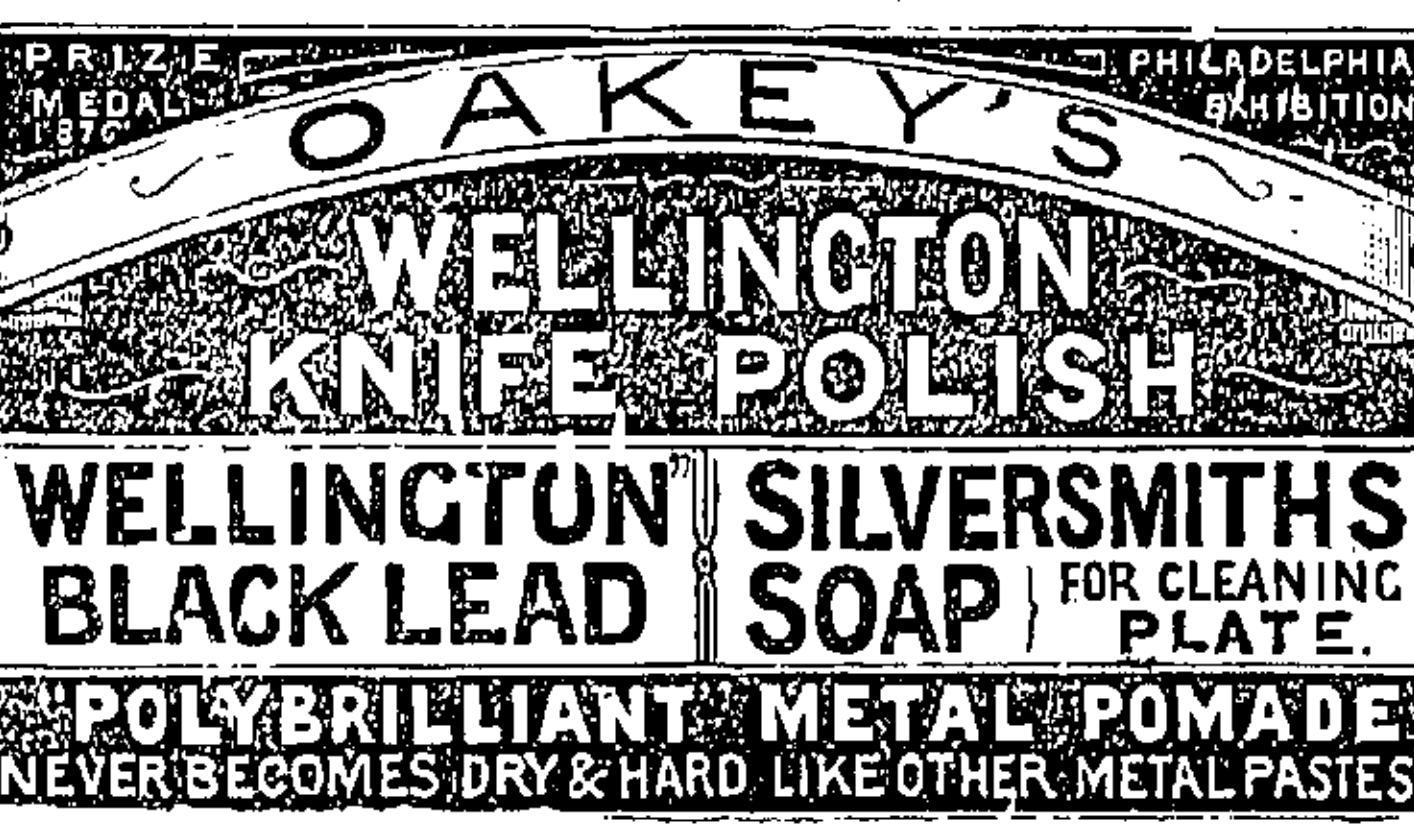
MOST REFRESHING.

A LUXURIOUS PERFUME IN HEALTH.

Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

EAU DE COLOGNE



JOHN OAKLEY & SONS, LIMITED, "WELLINGTONS", MILL, LONDON.

Notice to Consignees

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Rutland* having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 15th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, August 13, 1906. 1782

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLAWERS.

FROM ANTWERP, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that their goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves and Godowns Co., Limited, and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 14, 1906. 1786

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

THE CHINESE MAIL

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$6 per Annum delivered to Hongkong, \$12.50 to all Coast Ports.

6 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, 'CHINA MAIL'.

REMINISCENCES OF INTERPORT ORICKET.

By J. A. L.

Reprinted from the 'CHINA MAIL' in Pamphlet Form.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price ... 50 Cents.

PEACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price ... \$1.00

'SIR ROBERT HART'S MEMORANDUM.'

A Series of Articles on Sir Robert Hart's Scheme for the Improvement of China.

Reprinted from the China Mail. To be had in pamphlet form at this Office, 5, Wyndham Street.

Price 50 Cents.

IS CHRISTIANITY WORTH INTRODUCING INTO CHINA?

Reprinted from the 'CHINA MAIL'.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price ... 50 Cents.

THE CHINA MAIL

5, WYNDHAM STREET, HONGKONG.

ADMIRALTY QUALITY INDIA RUBBER SHEET (Invincible Brand).

THE "RED ANGUS" SHEET.

All Genuine Goods stamped with our Trade Mark.

Agencies in Colombo, Bombay, Rangoon, Shanghai, &c.

Hotels.

KING EDWARD HOTEL.

HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms, Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS: 'VICTORIA, Hongkong'.

For terms, &c., apply to the MANAGER.

129

VICTORIA HOTEL.

SHAMEN, CANTON.

ON THE BRITISH CONVERSION.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

Wm. FARMER, Proprietor.

482

THE BEST BILLIARD TABLES IN THE COLONY ARE AT

THE KOWLOON HOTEL.

CABLE ADDRESS: 'CHEF KOWLOON'.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MONNIE CHAN, Proprietor and Manager.

138

ZETLAND HOUSE

10, QUEEN'S ROAD CENTRAL.

NEARLY OPPOSITE HONGKONG HOTEL.

NICE House, Elegantly Furnished.

Rooms, Excellent Board and Residence.

Very moderate prices. Entirely redecorated and renovated. New management under Mrs. WATTS, Proprietress.

Hongkong, August 18, 1906. 1616

PRINTING ..

PRINTING ..

PRINTING ..

Artistic Printing

Done with Neatness and

Despatch

At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

5, WYNDHAM STREET, HONGKONG.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	12	3000	Comdr. E. La T. Leatham	Hongkong
Astraea	cruiser, 2nd class	4360	10	3000	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Yangtze
Britomart	river gunboat	710	2	900	Lieut.-Comdr. Bagbar	Yangtze
Cadmus	sloop	1070	6	1400	Comdr. Luard	Hongkong
Cherub	water tank and tug	370	—	370	—	Shanghai
Diadem	cruiser, 1st class	11,000	16	6,500	Comdr. H. D. Wilkie, D.S.O.	Shanghai
Fame	torpedo boat destroyer	360	6	6700	Lieut.-Comdr. Hughes	Wei-hai-wei
Flora	cruiser, 2nd class	4360	10	7000	Lieut.-Comdr. Dalton	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Cox	Wei-hai-wei
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Com. Henniker Heaton	Wei-hai-wei
Janus	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. W. H. Darwall	Wei-hai-wei
Robin	cruiser, 1st class	9000	14	22,000	Capt. De Honay	Wei-hai-wei
King Alfred	river gunboat	14,000	14	12,000	Capt. Cecil F. Thurley, R.N.	Wei-hai-wei
Kineas	cruiser, 1st class	9800	14	12,000	Lt.-Comdr. E. V. R. Duguez	Yangtze
Monmouth	river gunboat	180	2	800	Capt. A. J. Toke	Wei-hai-wei
Moore	torpedo boat destroyer	350	6	8300	Lieut.-Comdr. J. Kiddle	Wei-hai-wei
Otter	Surveying-vessel	855	6	650	Comdr. C. E. Moure	Hongkong
Rambler	river gunboat	85	2	240	Lt.-Comdr. C. O. Walcott	West River
Robin	river gunboat	85	2	240	Lt.-Com. H. T. Atay	Yangtze
Sandpiper	river gunboat	85	2	240	Lt.-Comdr. Lyne	Hongkong
Snipe	torpedo boat destroyer	250	6	6500	Reserve	Wei-hai-wei
Taku	receiving ship	4800	6	—	Commodore Williams	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. E. Secretan	Yangtze
Thistle	river gunboat	710	2	800	Lieut.-Comdr. West	Wei-hai-wei
Vrango	torpedo boat destroyer	300	6	6300	Lieut.-Comdr. Stevenson	Wei-hai-wei
Waterwitch	surveying ship	620	4	450	Comdr. B. W. Glenzie	Surveying
Whiting	torpedo boat destroyer	360	6	6900	Lieut.-Com. C. E. L. Thomas	Wei-hai-wei
Whiting	river gunboat	185	2	800	Lt.-Comdr. G. B. Spicer-Simon	Upper Yangtze
Woodcock	river gunboat	150	2	600	Lieut.-Com. C. W. Wighton	Upper Yangtze
Woodcock	river gunboat	150	2	600	Lieut.-Com. Jno. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

	Flag and Description.	Tons.	Guns.	H. P.	Captains.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4309	19	9000	Capt. Ferdinand Buhley	Shanghai
Paotter	Austro-Hungarian cruiser	1350	12	6000	Captain E. Koerber	Yokohama
André	French armoured gunboat	1796	10	1700	Lieut. Ferret	Haiphong
Admiral	French receiving-ship	—	—	—	Lieut. Merle	Haiphong
Albatros	French torpedo-boat	123	—	600	Commander Kerihuel	Cape St. James
Argus	French gunboat	—	—	150	Lieut. Joannet	Hongkong
Caronde	French gunboat	845	10	1000	Lieut. Hue	Saloon
Cécile	French gunboat	3985	14	5500	Lieut. L'Esne	Shanghai
Desbarres	French cruiser	10,014	38	20,000	Comdr. Amet	Kiukiang
Dupetit-Thouars	French armoured cruiser	—	—	—	Lieut. Coquelin	Saloon
Esturgeon	French sub-marine	803	7	6300	Lieut. Garreau	Hongkong
Francisque	French destroyer	350	7	300	Lieut. Saint-Sains	Hongkong
Frédéric	French destroyer	9378	38	20,000	Captain Ridoix	Yokohama
Guyenne	French cruiser	9700	—	—	Lieut. Porter	Yokohama
Guichen	French gunboat	200	6	300	Lieut. Corloner	Haiphong
Henri Rivière	French gunboat	307	7	300	Comdr. Sagot-Duvanroux	Hongkong
Jacquin	French destroyer	1550	6	2200	Commander Simon	Saloon
Javeline	French cruiser	—	—	—	Lieut. Armbruster	Saloon
Kersaint	French sub-marine	9700	12	12,600	Capt. Martel	Hongkong
Lynx	French gunboat	307	6	300	Lieut. du Chemin	Saloon
*Montcalm	French destroyer	—	—	—	Capt. Grallier	Chungking
Mosquit	French gunboat	—	—	—	Lieut. Lavisere	Tongku
Olivier	French gunboat	350	7	300	Lieut. de Reinsch Werth	Bale d'Aong
Pistolet	French torpedo-boat	350	7	300	Lieut. Chouteau	Saloon
Rapier	French sub-marine	803	7	6300	Lt. Vincent de Brichmagn	Saloon
Redoutable	French torpedo-boat	9437	8	6071	Reserve	Saloon
Sabre	French battleship	1796	10	1700	Lieut. Leball	Hongkong
Sfax	French destroyer	—	—	—	Capt. Dupire	Saloon
Taklang	French gunboat	350	6	300	Capt. Terquem	Saloon
Taouan	French destroyer	6150	23	4680	Lieut. Bregnon	Hongkong
Vigilante	French battleship (reserve)	123	7	600	Captain Wilken	Japan
	French gunboat	—	—	—	Capt. Manoeck	Singapore
First Eismarak	German flag-ship	11,000	36	14,000	Comdr. Baron von M. Hüllessem	Hongkong
Hansa	German cruiser	6230	34	10,000	Comdr. Klobbe	Hongkong
Iliss	German gunboat	1000	10	1300	Comdr. Hartze	Hongkong
Jaguar	German gunboat	900	10	1344	Comdr. Lohbert	Taiwan
Juchs	German gunboat	1009	8	875	Capt. Lieut. Wing-Muller	Taiwan
Migra	German gunboat	—	—	—	Capt. Lieut. Walter	Taiwan
S. 90	German torpedo-boat	—	—	—	Comdr. Abeken	Hongkong
Taku	German torpedo-boat	900	10	1300	Capt. Lieut. Giphler	Cancon
Tiger	German gunboat	170	5	1300	Capt. Lieut. von Bulow	Yangtze River
Tsingtau	German gunboat	—	—	—	Capt. Lieut. Feiboni	Yangtze River
Vaterland	German gunboat	—	—	—	Capt. Marcano	Saloon
Vorwarts	German gunboat	—	—	—	Captain Borea Ricci	Shanghai
	Italian cruiser	3900	—	—	Captain Presbitero	Shanghai
Calabria	Italian cruiser	2300	10	2471	Capt. Pescotto	Shanghai
Elba	Italian cruiser	2300	—	—	Captain d'Antas Ribeiro	Macao
Marco Polo	Italian cruiser	2493	29	7000	Captain Coutinho	Macao
Puglia	Italian cruiser	—	—	—	Capt. Dyes	Cavite
Adamaster	Portuguese cruiser	1950	14	4000	Capt. Rohrer	Shanghai
Diu	Portuguese gunboat	720	—	—	Lieut. Woodward	Hongkong
	U. S. cruiser	3789	28	7500	Capt. Egan	Hongkong
Albany	U. S. gunboat	1000	12	1327	Lieut. Irwin	Hongkong
Annapolis	U. S. gunboat	420	7	8000	Lieut. Diemaker	Hongkong
Bainbridge	U. S. torpedo-boat destroyer	480	—	—	Lieut. E. P. Jessop	Manila
Baltimore	U. S. cruiser	420	7	8000	Comdr. Hugo Osterhase	Wooming
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Gamoll	Manila
Calico	U. S. gunboat	208	10	600	Lieut. A. W. Knox	Manila
Chaney	U. S. gunboat	420	7	8000	Comdr. J. H. Hood	Shanghai
Chesapeake	U. S. torpedo-boat destroyer	5213	19	7500	Comdr. F. B. Sanyas	Manila
Dale	U. S. cruiser	420	7	8000	Capt. Mahan	Hongkong
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Comdr. J. B. Milhem	Cavite
Elcano	U. S. gunboat	680	10	6000	Commander G. B. Harbo	Manila
Helena	U. S. gunboat	1352	18	1650	Captain Logan	Manila
Menadnock	U. S. monitor	3350	6	3000	Ensign J. E. Bass	Cavite
Monterey	U. S. monitor	4084	4	5244	Capt. Bennett	Cavite
New Orleans	U. S. cruiser	3437	20	7500	Capt. Cavies	Manila
Ohio	U. S. battleship	12,000	—	—	Capt. F. E. Fletcher	Manila
Pampanga	U. S. gunboat	201	3	250	Captain Verr	Manila
Parangna	U. S. gunboat	201	3	250	Commander Marshall	Shanghai
Rainbow	U. S. cruiser	4000	14	7500	Lieut. H. A. Wiley	Shanghai
Raleigh	U. S. cruiser	3918	19	6915	Commander A. W. Dodd	Hongkong
San Francisco	U. S. gunboat	1000	13	1113	Captain Drake	Manila
Vicksburg	U. S. gunboat	347	3	600		
Winchester	U. S. gunboat	1897	8	1894		
Wilmington	U. S. gunboat	1897	8	1894		
Winegreen	U. S. flag-ship	12,000	60	12,600		

DRINK

THE ONLY GENUINE

'TANSAN'

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

J. CLIFFORD WILKINSON

The SAVOY

LIMITED

Muslins,

Longcloth

Picot

EMBROIDERIES

EDGINGS,

INSERTIONS

and

READINGS

THE SAVOY, Ltd.

QUEEN'S ROAD.

POWELL'S

GENTLEMEN'S

OUTFITTERS

28, Queen's Road

(Opposite the Clock Tower)

Elegant

Footwear

at

MODERATE PRICES.

STYLE,

COMFORT

and

DURABILITY

GUARANTEED.

POWELL'S

HONGKONG

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL

(Under Cornaught House).

FIRST-CLASS

LADIES' & GENTLEMEN'S

HAIRDRESSING

SALOONS.

MONTHLY SUBSCRIPTIONS TAKEN.

ALL KINDS OF

HAIR WORK DONE.

JUST RECEIVED

A FINE ASSORTMENT OF

FANCY HAIR COMBS, etc.

Hongkong, August 8, 1906.

451

A. S. WATSON

& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S

Celebrated

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THE FAVOURITE

SCOTCH WHISKY

THROUGHOUT THE EAST

FOR OVER

20 YEARS.

Per Case...\$15.00.

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA

BUILDINGS.

Hongkong, September 4, 1906.

BIRTHS.

READ.—On Sunday, Sept. 16, at 9.30 a.m., at Victoria Hospital, Barker Road, the wife of W. READ, Naval Yard Extension, of a Son.

SHENHAMER.—On September 9, the wife of JOHN SHENHAMER, of Shanghai, of a Daughter.

WEINBERG.—At the Victoria Hospital this morning at 10 o'clock, EVA, the infant daughter of Mr and Mrs S. WEINBERG. Shanghai papers please copy.

MUNSHI.—On Saturday, the 15th September, eight, MUMSHI ROMANER, Looker and Deacon, died at his residence, No. 2, Hollywood Road. Aged 43 years. Deeply regretted. (Bombay, Shanghai and Japan papers please copy).

GOLDWORTHY.—On September 12, at the General Hospital, Shanghai, HARRY LEAN GOLDWORTHY, of the Public Works Department, Shanghai Municipal Council, aged 22.

WAKE.—On September 11, at the General Hospital, Shanghai, JOHN PENDER WAKE, late of Chisoo, aged 45 years.

PICARD-DETELAN.—On September 12, at the General Hospital, JEAN PICARD DETELAN, of the Russo-Chinese Bank, aged 23 years.

MEMOS. FOR TO-MORROW.

Auctions.

10 a.m.—Auction of Sundry Naval and Victualling Stores, at H. M. Naval Yard.

11 a.m.—Auction of Miscellaneous Furniture & Goods, at Mr F. Kien's Sales Rooms.

Miscellaneous.

Goods per Persia undelivered after this date subject to rent.

General Memoranda.

THURSDAY, September 20.—

5.30 p.m.—Water Polo Competition at V.R.C.'s Enclosure, Kowloon.

9 p.m.—Meeting of Kowloon Cricket Club at Seamen's Institute, Kowloon.

FRIDAY, September 21.—

5.45 p.m.—Meeting of Hongkong Civil Service Cricket Club at Club Pavilion, Happy Valley.

Goods per Benlue undelivered after this date subject to rent.

SATURDAY, September 22.—

Transfer Books of Douglas Steamship Co., Ltd., close from this date to 29th Sept. inclusive.

MONDAY, September 24.—

5.15 p.m.—Meeting of Hongkong Football Club, at Hongkong Hotel.

Goods per Oceania undelivered after this date at Noon will be subject to rent and landing charges.

SATURDAY, September 11.—

Noon—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

The China Mail

HONGKONG, MONDAY, SEPTEMBER 17, 1906.

SPORT AND INTERNATIONAL FRATERNITY.

BRITISHERS, whether they are supporters of the dark or light blues, will feel a thrill of pride at the result of the Cambridge-Harvard boat-race. The inter-University contests are sport in its very best and purest form. There is not the faintest taint of professionalism about these meetings between young men who row, not for a stake or a monetary consideration of any kind, but purely for the glory of winning. Defeat brings no ill feeling with it. It is recognised that the trial of strength and skill and endurance is decided absolutely on its merits and that every man who is in either of the crews is a trier from start to finish. With professional sport this can never be so. When a large amount of money is at stake the frailty of human nature is such that it does not always happen that the result of the contest is what it would have been if no material consideration had entered into the matter. The sport of Kings, as everyone knows, is also the sport of knaves, and the horse that passes the post first is not invariably the fleetest that entered for the race. But inter-University rowing, yachting, and, to a certain degree, cricket and football stand on a pedestal apart from all other sport inasmuch as the contests are never for stakes. To have kept these domains of sport uncontaminated, or comparatively so, is something to be proud of in this age when the power of gold is ruining much that was venerable and beautiful in life. But the international contests, and we include in that expression the trials of strength between Great Britain and her daughter nations, like a higher use. They excite the interest of peoples in different parts of the globe in a common object and they afford an opportunity for showing international courtesy which is certain to have an effect in improving the relations between the countries whose representatives meet

in friendly rivalry. It would be hard to exaggerate the beneficial effects which are thus induced and consequently we hail with the liveliest satisfaction the probability that annual contests between the Yale-Harvard and Oxford-Cambridge winners will now be established. Anything which would make for a bettering of the relationship between the two great branches of the Anglo-Saxon race will not only be a good thing for Great Britain and for the United States but the benefit will indirectly be felt by every nation in the world.

The Tar must be a brave man.

He is reported to be cruising in the Gulf of Finland with the Tsarita and the children. So long as he remained on the dry land precautions could be taken against the approach of any undesirable by leaving a message with the hall porter that His Majesty was out to any visitor who called with a mask over his face and the smoking fume of a bomb projecting out of the pocket of his tail-coat. On the wild sea waves, however, it would be more difficult to maintain that privacy which, not unnaturally, seems very necessary just now to the Little Father and the members of his Government. High explosives can be packed in such a small space that a small rowing boat, which appeared to contain only a simple fisherman and the harmless, necessary bait in a superannuated jam tin, might have in it the potentiality of hoisting the Russian Royal family, yacht and all, heavenward in such small fragments that to the query "where is the Tsar?" the same answer would be returned as to the similar inquiry as to the whereabouts of the boy who stood on the burning deck. But this is not the worst of the perils which confront the Tsar on the rolling deep. The rollicking Jack Tars who man the Imperial fleet have a playful habit of occasionally murdering their officers, hoisting the red flag and turning the guns of the ships upon anything loyal which crosses their line of vision. If this spirit of boisterousness should happen to seize upon the crews of any Russian warships which may be encountered during the cruise things will happen. Poor Nicholas is indeed between the gentleman whose name may not be mentioned in these polite columns, and the deep sea.

LOCAL AND COAST NEWS.

The German Mail on the 15th August was delivered in London on the 15th Sept.

There were 301 Europeans and 144 Chinese visitors to the City Hall Library, and 112 Europeans and 2,454 Chinese visitors to the Museum during the week ended 16th Sept.

A light line of railway, about two miles long, has been constructed within the last few weeks from the foreshores of Tai-Kok-Shai, near Yamati, to the Kowloon side of the tunnel for the Kowloon-Canton Railway. The line is used for conveying materials from junks, etc., to the mouth of the tunnel where a shaft has already been sunk.

Thirty-five sampan owners were charged, at the Magistracy, this morning, with allowing their boats to remain in the typhoon shelter at Causeway Bay for a longer time than was in the opinion of the police necessary. The sampans, usually crowded into the shelter as soon as the typhoon signal was hoisted last week and remained there for a day after the signal was taken down, owing to the day being wet. The police apparently considered they had no excuse for doing so. Inspector Langley explained that the charge was brought as a caution to the defendants and they were fined 25 each and bound over in the sum of \$20 each to be of good behaviour for two months.

A wealthy Chinaman named I Kung San, who mentioned as a guarantee of his standing that he was surety for the Tai Wo firm for \$150,000, and a friend named Hea Tai, were charged, at the Magistracy this morning, with assaulting a police constable, assaulting a Chinese woman and creating a disturbance in a house at Queen's Road West. They both pleaded guilty and it was stated that the defendants went to the woman's house and got drunk. They abused her and when a Chinese detective came in to see what the trouble was, he was thrown downstairs. The first defendant was fined \$35 for the two assaults and ordered to pay the woman \$10 compensation and the second man was fined \$25 for assaulting the detective.

PNEUMONIA.

THIS disease always results from a cold or from an attack of influenza. Chamberlain's Cough Remedy quickly cures these ailments and counteracts any tendency toward pneumonia. It is made especially for these and similar ailments and can always be depended upon. For sale by all chemists and druggists.

BY TELEGRAPH.

GERMANY'S FLEET.

A CHANGE IN COMMANDS.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, September 15.

Prince Henry of Prussia has been appointed to the command of Germany's active battle fleet in succession to Admiral de Koester.

THE CUBAN STRIFE.

FORGING U.S. INTERVENTION.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, September 15.

In pursuance of their policy of forcing the United States to intervene, the insurgents in Cuba are burning American owned sugar mills.

UNITED STATES AND CUBA.

[REUTERS'S SERVICE.]

LONDON, September 15.

One hundred American blue jackets have been landed in Havana and camped in front of the President's palace, in anticipation of possible uprisings and attacks on Havana.

FRANCE.

Naval Gathering at Marseilles.

LONDON, September 14.

There will be a great naval gathering at Marseilles on the 14th instant in honour of the visit of President Fallieres; the French, British and all the Mediterranean fleets will be represented.

Protecting the President.

LONDON, September 15.

President Fallieres has gone to Marseilles. Extraordinary measures have been taken, owing to anarchist threats, and it is stated that the carriage in which he will ride in the procession to the Colonial exhibition, is armoured plated, in view of making it bomb-proof.

THE BRITISH ARMY.

Reductions Approved.

LONDON, September 14.

The King has formally approved of Mr Haldane's army reductions which will be carried out under the instructions issued at the time, but the reduction of the third battalion of the Coldstream Guards is postponed for the present.

THE RUBBER TRADE.

A Corner Possible.

LONDON, September 14.

It is reported that the United States Rubber trust has acquired the stock of a large London firm, and it is stated that this is the final step towards gaining the control of the world's supply of rubber.

THE "KNIGHT COMMANDER."

No Compensation.

LONDON, September 15.

The Russian Government has flatly refused to pay compensation for the sinking of the "Knight Commander." Great Britain suggests that the whole matter be referred to the Hague Conference. Russia has not yet replied.

A London telegram to the Osaka Mainichi says that the famine is spreading in Bengal, and the famished people are looting the stores.

With reference to the contemplated expansion of the Yokohama Waterworks at a cost of ¥4,500,000, the Nichi Nichi reports that the Municipality intends to obtain a subsidy from the Government to cover about one-third of the cost. The remainder will have to be raised by either a domestic or foreign loan.

Gun Practice will be carried out as follows:—From Stonecutters West in a South Westerly direction from 9.30 a.m. to 12 noon on Saturday 22nd inst. by the 83 Coy. R.G.A., and on Monday, 24th inst. from Stonecutters West in a South Westerly direction from 9.30 a.m. to 12 noon by the H.K.S.B.R.G.A. If the weather is unfavourable on either of the above dates practice will take place the following day.

The Volunteer Concert.

The Volunteer concert, postponed from Saturday evening, will take place on Thursday evening but if the weather is then again unfavourable, the concert will be held on the following evening, Friday. The tickets already sold will, of course, hold good for these dates.

A GOOD FAMILY LINIMENT.

EVERY family should be supplied with a bottle of Chamberlain's Pain Balm. For cuts, bruises, burns, scalds or similar injuries, which are of frequent occurrence in every household, there is nothing so good. It cools and soothes the wound and not only gives instant relief but brings out a speedy and permanent cure. For sale by all chemists and druggists.

BY TELEGRAPH.

THE CONSTITUTIONAL COMMISSIONERS.

RETURN THANKS TO FOREIGN MINISTERS.

(Chinese Mail's Service.)

PEKING, September 16.

On 19th instant, the Chinese Travelling Commissioners will approach the various legations to thank the Foreign Ministers for their kind wishes for the approaching constitution of China.

CHINA'S CONSTITUTION.

FURTHER OPPOSITION.

(Chinese Mail's Service.)

PEKING, September 16.

The change of official organisation, ordered by Imperial decree of 1st instant, has met with immense opposition. Viceroy Yuan Shi Kai has managed to convert the Officials Board into a Board of Internal Affairs.

THE CUBAN REVOLT.

A Serious Situation.

SAN FRANCISCO, August 31.

Considerable indignation is felt throughout the United States at the action of the Cuban revolutionists in attacking Americans and destroying American property. In their endeavour to enforce intervention, President Roosevelt having refused to act on the petition of the rebels, this action of the Cuban revolutionists is strongly condemned by the general public.

The administration is now planning to send a large force of marines to Cuba to aid President Palma in completely crushing the revolutionists, and inflicting severe punishment on them for attacking Americans and destroying their property. So far President Palma has refused American aid.

September 1.

President Palma of Cuba declares that he will subdue the rebellion without either assistance or interference from the Washington Government. As the position of the insurgents is daily becoming more critical, they have offered to accept terms from Palma if he will adopt a conciliatory attitude. The President however, has rejected the insurgents' proposals. He is determined to crush the revolutionary movement, so that no further rising shall take place.

September 2.

The revolution in Cuba is rapidly spreading and threatens shortly to engulf the whole island in the throes of civil war. Refugees, fleeing before the depredations of the insurgents, are pouring into Havana and the other large towns to seek the protection of the Government authorities. The insurgent General Sanchez has been captured by the Government troops and brought into Havana to stand his trial for treason.

He will probably be shot.

The situation in Cuba is now extremely serious. The Washington Government entertains considerable anxiety as to the outcome. Yesterday the insurgent army, in very good order, attacked Cienfuegos and defeated the garrison. They attempted to enter the city, but a body of armed citizens prevented this by raising the drawbridge. The city is now invested by the enemy. The Government is hurriedly calling out more troops. Havana is like a mine waiting for a spark. Many adventurous Americans desire to go to Havana in the hope of being allowed to take part in the suppression of the insurrection.

JAPAN'S TOURIST TRAFFIC.

A letter has been received by the Yokohama Board of Trade which, among other things, points out: "It is generally agreed that the future prosperity of Japan depends much upon the development of the export trade. Among the items usually designated as 'invisible exports' the tourist trade is one of the most important. Every step taken to maintain and encourage such a valuable source of income is a step taken in the interests of all connected with Japanese trade."

"Many members of your Board are especially interested in the subject. The various steamship companies, the C.P.R., M.M., N.D.L., N.Y.K., O. & O., P.M., and P. & O. spend considerable sums of money in advertising the attractions of Japan, but much of this money and effort is of little avail so long as visitors have no reasonable grounds for reporting poor accommodation, high charges, insufficient facilities on a few beaten tracks, and no facilities at all outside those beaten tracks. Not only is money spent in advertising, but also in the construction of new and fast passenger vessels equipped with all modern luxuries and conveniences. It is for Japan to provide the traveller so brought to her shores with a sufficient welcome to justify these efforts of the steamship companies."

The writer says that briefly summarised, the chief needs are:

"Better roads suitable for carriages and motor cars."

"Good houses and carriages available at reasonable rates."

"Better train services, especially during the season when travel is at its height."

(a) Speed.

(b) Convenience and appointments.

(c) Sanitary arrangements.

(d) Clean table linen.

(e) Clean bed linen.

(f) Clean rooms.

(g) Simple food, well cooked.

(h) Arrangements for excursions.

(i) Arrangements for amusements.

"More regard for the convenience of travellers, more of a desire to assist them in every respect."

CHAMBERLAIN'S PAIN BALM.

THIS liniment should occupy a prominent place in every home. It has no equal for its prompt cures of cuts, burns, bruises, and sprains. For sale by all chemists and druggists.

FAMINE IN KWANGSI.

(From Our Correspondent.)
WUCHOW, September 14.
Rumours have been abroad for some weeks that a famine in western Kwangsi was imminent. The information is now only too truly confirmed. The cost of rice has risen to a prohibitive price and the China benevolent societies are taking the matter up and collecting money for the relief of the distressed. The failure of the harvest is due to floods followed by drought.

It seems unfortunate that the governing classes and benevolent societies of China do not give more attention to learning western methods of irrigation.

Instructions in well boring and the use of wind-wheels might save much suffering and check the feeding of unrest which becomes so prominent, as it is present, in those centres where the price of rice is so high.

THE CANTONESE AND THEIR VICEROY.

Congratulate the New, Wont Part with the Old.

The Chinese merchants in Hongkong, on hearing the news that Chou has been appointed by Imperial decree as Viceroy of Canton, wired to congratulate His Excellency.

The following are copies of telegrams which passed between Hongkong and Canton.

THE VICEROY, Nanking.
It is with the profound pleasure we hear that your Excellency has been appointed Viceroy of Canton. The whole population of the Two Kwang Provinces rejoice that day will again dawn in the New Province, and beg to offer you best wishes.

(Signed) HONGKONG CHINESE MERCHANTS, 15th instant.

The Viceroy's Reply.
The Chinese telegraph administration, Hongkong.

Please inform the Chinese merchants that I thank them for their kind congratulations and that with scanty virtue and limited ability, I am afraid that I may be unable to realize the hopes advanced by the merchants.

(Signed) Fu, 14th.

TOTAL WEN (ADMINISTRATOR CHINESE TELEGRAPH HONGKONG) TO THE VICEROY.
Nanking.

I hear that the merchants propose opening a grand reception for your Excellency. Please advise the date of departure.

(Signed) Wou, 14th.

[It must be noted that Total Wen here mentioned is not the Viceroy's Secretary—Ed., C.M.]

The Viceroy's Further Reply.
TOTAL WEN.

Hongkong.

Proposed departure for South beginning of the 9th moon. But with virtue very scanty, I feel ashamed to accept the honour. Any reception will only accentuate the faults in myself. I must decline with thanks for the honour of a reception.

(Signed) Fu, 16th.

While the Hongkong Chinese are busy making preparations for the reception of the new Viceroy, the people of Canton are exerting their energy with a view to influencing the retention of the old one.

On Friday, our Canton correspondent wrote that the Canton Chamber of Commerce, and the railway people telegraphed Peking asking that the Viceroy be allowed to remain in Canton.

Yesterday, the Nine Charitable Institutions sent a commission down to Hongkong to wire the Chinese abroad requesting their support for the same purpose. Why they did not wire from Canton is not known, but the telegram, which has been telegraphed to seventeen ports from Hongkong, reads as follows:

Kwangtung has been notorious for robbers, and the remnants of the rebels at Kwangtung have not all been suppressed yet. But owing to the energetic measures taken by His Excellency Viceroy Shun Chun Hsen, peace has been recently restored. Now an Imperial decree has been received appointing His Excellency to the Yun Kwei Province, and the news of his appointment is received with great excitement, all fearing that with the departure of Viceroy Shun, the rebels will take the opportunity to devastate the place again. You have no doubt the hope for peace in the mother land. We beg that you will address telegrams to the Waiwupu and the Board of Commerce requesting them to memorialize the Throne for the retention of His Excellency.

(Sgd.) The Nine Charitable Institutions, Canton, 16th.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:

On the 17th at 11.25 a.m. The barometer is rising over N. China and Japan and falling slowly over the Philippines.

The depression over N.E. Japan is moving the Pacific.

Pressure is relatively high in the neighbourhood, and over Central China.

Except over E. Japan, where pressure is from 0.2 to 0.4 inch in defect, departures from the normal are small in amount.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and neighbourhood: Variable winds, moderate; probably some thunder showers.

2.—Formosa Channel: N.E. winds, freshening.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

SPORTING.

Interport Rifle Shooting.

On Saturday afternoon the first practice shoot in connection with the Interport Rifle Match took place on the King's Park Range, Kowloon, but, owing to the very unsatisfactory weather conditions, the attendance was very small, only five of those invited to attend turning out. This is not a matter for surprise as only the most enthusiastic of shots could have been expected to go to the range during the rain. Major Chitty shot very well over the 200 and 600 yards range, scoring 33 and 34 (one off the possible) respectively. At the 200 yards range the five inch invisible bull was used for the first time, so that Major Chitty's 33 is really a commendable score. Over the 600 yards range he did not do so well, making 27 only, a total score of 60. This total is well above the average and if the Major can be depended on to do likewise in the match he will be well on the leaders. Mr. Munro, of Jardine Matheson and Company, who has recently arrived from home, made a promising start and with practice is expected to come on a good deal. At his first attempt over the 200 and 600 yards he scored 26 and 29, but later on he put up 34 and 33.

The full scores were as follow:

Major Chitty, 11th Inf.	33	34	67
Lt. T. Hay, R.F.C.	31	26	57
Mr. Munro, " "	26	29	55
Mr. Jenkins, " "	27	25	52
Capt. D'Arcy, " "	28	33	61
Mr. Munro, " "	34	33	67

Mr. M. B. Northcote, who is looking after all arrangements in connection with the shooting, requests us to announce that he is unable to secure the range for practice during the week. The next practice will take place on Saturday next, when he hopes all those who have been invited to shoot will put in an appearance.

At Singapore several of the probable members of the Interport team are shooting very well indeed, as the following report from the Singapore Press indicates:

The S. R. A. Rifle meeting was continued on September 1 and 2. The conditions for both events were similar—a slightly shot and severe, ranging, shot at 200, 500 and 600 yds. At the short range the scoring was poor, owing to a changeable light, the highest score being Captain F. M. Elliott, Lieut. Dumbell, and Sergeant Arthur, each with 31. Going back the scoring was much better, Captain F. M. Elliott registering a "possible" and Sergeant Arthur and Private R. G. Silva securing 33's. At the 600 yds. bank the only notable scores were 33's noted by Captain Elliott and Sergeant Tan So Bin. The N. R. Silver Medal went to Lieut. Dumbell, Sergeant Arthur, and Private R. G. Silva as follows:

Lieut. Dumbell, S.F.	31	32	31	94
Sgt. Tan So Bin, S.F.	28	31	35	94
Sgt. Oatman, S.V.I.	29	31	32	92
Sap. A. R. Murray, S.R.E.	29	32	31	92

The winning of the N. R. A. medal entitles Lieut. Dumbell to shoot at Bisley for the Prince of Wales Prize. Captain F. M. Elliott and Sergeant Arthur did not compete for the medal, having won medals in 1904 and 1905 respectively.

On adding the handicaps to decide the winner of the President's Prize (a 303 service rifle presented by Major Broadrich) the following result was arrived at:

Capt. F. M. Elliott, S.V.I.	31	35	33	99
Sgt. Tan So Bin, S.V.I.	28	31	33	92
Sgt. M. K. Watt, S.V.A.	29	31	32	92
Capt. F. M. Elliott's fine score of 99 constitutes a record for Singapore on the new Bisley target. This score is very creditable as the conditions regarding light, etc., were not those conducive to good shooting.				

(On September 8 and 9 the following scores were made:—

THE GUNNERS' CLUB.			
Spr. A. E. Murray	32	32	64
Capt. F. M. Elliott	31	32	63
Mr. G. R. King	31	32	63
Capt. C. M. Phillips	30	34	64
Lt. Becke, S.F.	26	30	56
Sgt. Tan So Bin	29	32	61

(On September 8 and 9 the following scores were made:—

THE GUNNERS' CLUB.			
Spr. A. E. Murray	32	32	64
Capt. F. M. Elliott	31	32	63
Mr. G. R. King	31	32	63
Capt. C. M. Phillips	30	34	64
Lt. Becke, S.F.	26	30	56
Sgt. Tan So Bin	29	32	61

* Winner in the event.
* Record score on range.

The Wastage rapid firing competition, eight shots at a fifteen inch khaki coloured target at 201 yds, target being visible for three seconds at a time, was also a keen competition. Eight men succeeded in placing all their shots in a series on the disc.

Sgt. G. Johnston proving the winner with a fine four bulls and four runners, which gave him a score of 20. Corp. de Silva was second with 19; Spr. Murray 3rd with 18, and for the fourth place Lt. Dumbell won the shoot-off against Lt. Becke, Lt. Oatman, and Sgt. Arthur, each 17.

At Penang also excellent scores are being made. When shooting recently for the Warren Shield the Selangor Volunteers made the following score:—

Capt. Hubbert	31	34	65
Surg. Capt. Travers	34	31	65
Pte. Herit	31	32	63
Pte. G. H. Phillips	29	33	62
Pte. Barnard	27	30	57
Pte. Brown	31	31	62
Total	183	191	374

Cricket.

PARADE-PRESIDENCY MATCH.
Mr. S. D. Setna received a wire from Bombay on Saturday evening giving the result of the great Parade-Presidency match.

The Presidency team won by six wickets.

PROBABLES V. POSSIBLES.
The weather conditions on Saturday were against cricket and as a consequence the

match had to be abandoned. The only opportunity for another match before the team leaves for Shanghai will be on Saturday next, after which the team will be finally selected. It is possible that a couple of names will be added to those already chosen during this week.

Swimming.

THE HARBOUR RACE.
The race across the harbour for the prizes presented by the CHINA MAIL will take place on Saturday afternoon next, commencing at 5 o'clock from the Police Pier, Kowloon, finishing at Blaka Pier, Hongkong. Considerable interest is being taken locally in connection with this event, the first of its kind that has taken place here, and it is expected that a close race will be the result. The tide will be slack at 5.25 p.m., so that for first portion of the race it will be against the swimmers, but after half way has been passed the tide will have turned and will assist the swimmers materially. It is expected by those who have already swum across the harbour that the race will take from forty minutes onwards, therefore it should finish about twenty to six or thereabouts. The entries are as follow:—

N. H. Alves,	C. Humphreys,
A. V. Barros,	J. M. C. Lopes,
Gunner, Brotherton,	
R. G. A. 87th Co.	J. Miller,
Trumpeter Grant,	W. McCoy,
R. G. A. 87th Co.	J. M. R. Pereira,
C. B. Hayne rd.	P. M. Remedios,
" Hayward,	H. E. Scriven,
A. N. Humphreys,	J. Wittichall,

Entries for the V. R. C. Aquatic Sports close on Friday evening. Forms can be obtained from the steward of the Club.

AMOY NEWS.

(From Our Correspondent.)

Amoy has once more been swept by a severe typhoon. The wind blew all day yesterday with terrific force and rain fell in torrents. The storm has evidently been felt up country also for the river that drains the west is coming down so swollen that it has dyed the sea red for many miles.

Our community has been saddened by the death of Captain Saunders, one of the oldest veterans, whose life in the China ports dates back many years. He had been ailing for some time so that his death, which is so greatly lamented, was not entirely unexpected. A good portion of his life was spent in Foochow but he had been a resident of Amoy for quite a long time and his familiar figure will be greatly missed.

That the Chinese Government is serious in the reforms it has instituted in Peking has been made clear by the instruction that have recently been received by the Chief mandarins of the various prefectures in this province. One of these in the order, which I previously referred to, that the officials shall take measures for the stoppage of opium smoking. Evidently the action taken by England in regard to this great question is being taken to heart by the Executive in the Capital, for stringent commands have been received, first of all requiring the mandarins to rid themselves of the habit, and secondly to take prompt measures to stop opium smoking amongst the people. Severe pains and penalties are to be meted out to the officials after a certain date if it is found that they have disregarded these orders.

Another important order that has been despatched to the high authorities is the imperative command that foot binding is to be absolutely forbidden to all and the greatest culprits are to be found among the mandarins class they are warned that no mercy will be shown them if they fail to comply with the Imperial Will. So far as I have heard the great mass of the people declare themselves highly pleased with the action taken by the Emperor Dowager in this matter. A few years ago the sentiment would have been all on the other side. In centuries gone by edicts have been issued for the suppression of this most unnatural custom but they were so entirely disregarded as to have been dead letters. If there had been a woman like the present Empress Dowager at the head of the empire there is little doubt that footbinding would long ago have ceased to be practised.

THE KULANGSU COUNCIL.

At the meeting of the Kulangsu Municipal Council, held at the Board Room, Kulangsu, Amoy, on the 28th of August, there were present Messrs Marshall (Chairman), C. A. V. Howe, A. F. Gardiner, I. Takasaki, W. H. Wallace and the Secretary, Mr. C. Berkeley Mitchell.

The Secretary was authorized to purchase Two Fire Ladders, One Dozen Canvas Buckets, and a Canvas Stretcher. The Secretary was directed to notify that the Council has decided that although all licenses expire on the 31st December, the full amount for such licenses must be paid, no matter what time of the year they are taken out.

The Secretary was directed to draw up a notice, for the approval of the Watch Committee, as to the control of persons visiting the Sea Front at Cheong.

A letter was read complaining about a drain at Sin Lo Thau Jetty, and the Secretary was directed to inform the complainant that the drain in question will, as far as is possible, be put in a state of repair.

Mr. Wallace brought up the subject of the New Pavilion for the Tennis Ground. It was decided to let the matter stand over until the next meeting, in the meantime the Secretary is to forward the plan and estimate to all members of the Council.

THE C. N. S. "Kwangshai," which arrived at Shanghai on Sept. 14 from Canton and Hongkong, reports—Rode out a severe typhoon on Clipper Roads, Lamoo Island. The lowest barometer reading was 28.52, and the wind attained force 10. The typhoon was going W. N. W. to W. afterwards recurring to North. Passed three junks on the rocks at Lamoo Island and another in Chuan Bay.

THE C. N. S. "Linan," Capt. Williams, reports that on her voyage from Newchwang to Swatow, via Choofoo, with a cargo of bamboo when entering Choofoo, discovered a floating mine covered with bundles, about 14 miles N.N.E. of Sanyou Rock. The American boat crewed close to and the "Linan" signalled them with the result that the U. S. S. "Cincinnati" bore down and sank the mine without any explosion.

SOCIAL AND PERSONAL.

Dr. J. E. Jones, the newly-appointed U. S. Consul at Tairen, left Kobe on September 6 by the N.Y.K. "Yokohama-maru" to take up his new duties.

Mr. I. Gonzales de Benido, Chilean Consul, met with an accident on Saturday. He was riding in his ricksha at Wanchai and by some means it was run into by a train. The ricksha was smashed and Mr. de Benido was badly cut about the face. He has been confined to his room since the accident.

The N. C. Daily News regret to announce the death of Mr. H. L. Goldsworthy, assistant in the Municipal Engineer Department, which took place at the General Hospital on September 12 from blood poisoning. The deceased, who had only been ill a few days, came to Shanghai but a year ago. As a fireman, a member of the De Luge Company, and a rowing man he soon gained popularity amongst the younger members of the community as well as amongst those with whom he came into contact in business.

H. E. General Liu Yung-Heng, High Commissioner and Commander-in-Chief of Kiangsu, died of typhoid fever on the 10th inst. at his headquarters in Tsing-liangpu, on the Grand Canal. *Who's Who in the Far East* states that General was a native of Kansu and was appointed a reader at the Hanlin in the summer of 1901. In Sept. the same year he was appointed assistant Supervisor of Instruction and in 1902 he became Chief Supervisor. After holding the post of sub-Chancellor of the Grand Secretariat from Sept. 1902 until 1905 he was appointed to the command in Kiangsu.

Seafarers in the Far East will be interested to learn that Mr. Henry Phipps, the American steel magnate, has taken Glenquich, Scotland's most magnificent deer forest. Glenquich covers an area of 50,000 acres, and yields in an average season 100 stags besides hinds. Lord Burton, who terminated his thirty years' tenancy last year, killed a splendid stag of twenty points, the finest ever shot in Scotland, in the forest in 1883. King Edward has shot there on several occasions. Only a millionaire can be tenant of Glenquich and its lodge, as the rent and expenses amount to about £100,000 a year.

Mr. Phipps started life at Pittsburgh as a fellow errand boy with Mr. Andrew Carnegie, and is now one of the directors of the Steel Trust.

Mr. John Pender Wake, whose death took place on Tuesday, September 11, at the General Hospital, Shanghai, at the early age of 45 years, was of too gentle and kindly a nature to be successful in the keen competition of modern life, and it was a misfortune for him to succeed to the already crippled business of Ferguson & Co., which once held premier position among the firms of Chefoo. His many friends made several subsequent attempts to re-establish him in the commercial world but none of his later ventures really held out any substantial prospects. About a year ago Mr. Wake, who had been home to England returned in impaired health to Shanghai, and he had lived unobtrusively here ever since. He will be genuinely missed by many, says the N. C. Daily News.

BY WHARF AND WAVE.

We read in the *Japan Chronicle* that The Great Northern steamer "Minnesota" and "Dakota" will in future stay 48 hours at Yokohama, 50 hours at Kobe, and 24 hours at Shanghai. They will be timed to arrive at Nagasaki in the morning and to leave again within twelve hours.

The I. C. S. "Jiangang," which arrived at Shanghai from Hongkong on Sept. 13 reports: At 4 p.m. on the 10th inst., passed through large quantities of junk wreckage. Rescued five men, who stated that they had been captured forty-eight hours previously. The rescued men were Swatow fishermen.

A telegram, dated San Francisco, Sept. 6 says: The "Boston" has been refloated and taken to Bremerton Navy Yard. The Naval authorities sent a number of powerful tugs and other vessels to her assistance. An investigation is in progress at Bremerton as to the cause of the accident. The damage to the cruiser is very great, and it is believed that the repairs will take about four months.

The following Honolulu telegram, dated Sept. 5 and apparently despatched by the Japanese Consul at that port, has been received in official quarters at Tokyo:—On August 31, not many days after the stranding of the "Machuria," the American transport "Sheridan" went aground on a sunken reef outside the port. These circumstances have led to the belief that some change has taken place in the currents, but nothing has yet been definitely ascertained. A shock of earthquake was experienced at the city of Hilo yesterday. There was, however, no damage.

The *Kobe Herald* recently reported that the Toyo Kisen Kaisha had ordered the construction of a vessel of over 10,000 tons for its American service. It is now stated that in view of the constant increase of trade between Japan and America the Kaisha has decided to also order three vessels of 8,000 tons each. As the Mitsubishi Dockyard at Nagasaki was unable to accept the commission, having already as many orders for vessels as it can execute, the Kawasaki Dockyard has been asked to undertake the work. It is believed that the contemplated immediate extension of the Dockyard will enable the Kawasaki Company to accept the order, although it also has a great number of vessels now in hand.

SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

SHANGHAI, September 13.
I was listening to an interesting little conversation the other day. The man most directly concerned was an enterprising young fellow out from home. With him he had brought endless samples of goods likely to find favour with people in the East and of energy he had a boundless supply. After blantly but truly telling him he had arrived in Shanghai at a bad time, one man also enlightened him on another point even more true. Without good introductions, a newcomer to Shanghai has very little chance of doing business. The goods for which he solicited a trial may be of exceptional value but they will not be proven. There is far too much friend pigskin in Shanghai. You must be a chum at the Shanghai Club, or even at the Race Course, "Try so, and so, old fellow and give me a chance." "All right," is the ready response, and an order is booked straight away. Unless they be entirely bad, goods so backed, soon find a market. Then, of course, there is the question of chops, but that is of too much interest for Hongkong and other ports alike, to be particularised about in Shanghai. People growl and grumble and say the average Chinaman is too conservative, but in many respects the foreigner is of the same temperament. They know a certain brand to be good and it takes wild horses to induce them to try another and the more eagerly it is pushed, the more it is resented. But to return to the young fellow, he took the advice, made use of the friends he had made, secured several introductions, and after some acquaintance, ship-decked more fully on his business and he told me despite bad trade even his home anticipations have been partially fulfilled.

The trial of Hyndman for the murder of Smith has been postponed and it is expected it will be still further postponed. In the meantime Mrs. Rose is recovering and will doubtless be able to give evidence when the case occupies the attention of the Court. Naturally enough, chief interest centres round her, and those who say they are in the know prophesy strange sayings from her lips about the crime. Indeed, there is a war of sides. "Serve her right," says one, "No, it was the man's fault," says the other, and then there are others who say the crime was altogether unjustified and the extreme jealousy which was the motive was beyond the right of the man who will be bound to suffer for his rash act. I must refer to the matter, otherwise, this letter would not be descriptive of Shanghai this week. Residents returning on holiday immediately ask: "What about the murder?" and then after hurriedly saying: "Don't you know?" the story is gone over, interposed with little additions to make the tale more vividly gruesome.

Building in Shanghai is proceeding at furious speed but not in residential direction. At least that statement is incorrect because in the outlying districts houses are being run up with the lightning skill of all jerry-builders. Fine and artistic many of them look from cursory inspection but the dreary winds of winter will have much to answer for as they race at their will through the ill-fitting doors and windows. But I am wandering from my intention which was to tell you what a really large number of houses within easy access of the river, many of them practically newly erected are being pulled down, and private dwellings erected on their sites. This is due to a determined effort to fight the high rates of public wharves and godowns. There is no union between these public wharves and godowns, and charges vary.

Once more I glory in the fact that rickshaws coolies will receive a nasty shock when the tram commences to run. They deserve it and every day they become more annoying, impudent and independent. For donkeys' years we have had the coolies who refused a fare because he hopes to cheat a tipsy sailor, but the number of tipsy sailors has grown, so has the cunning of the coolies, and ladies coming out of the Gardens after listening to the Band in the afternoon complain bitterly of their treatment. It is unpleasant for a woman to engage in a squabble with a dirty rickshaw coolie and even those brave enough to do so have not been benefited. The wretched men forced to take a fare, should she be of the feminine sex, crawl along out of sight of a policeman and then obstinately refuse to budge. One lady of my acquaintance was deposited at the back entrance of a hotel of peculiar repute in the Broadway and had to make her way through a group of Russian sailors, and a baby in her arms too. The coolie could soon be cured but the punishment inflicted for the offence is generally so slight that the coolie continues his wicked game with impunity.

Chinese Christians are numerous in Shanghai that their welfare and progress is a matter of much interest, an interest which has been revived by the question of episcopal jurisdiction in Shanghai. In 1903 the Chinese Christians were placed under the jurisdiction of the American Bishop as missionary enterprise in the English. Objections were raised to this and then after much discussion, the Archbishop of Canterbury confirmed the arrangement. Chinese Christians in Shanghai have now been given to understand they are no longer under the jurisdiction of Bishop Moule but must look to the American Bishop for their spiritual needs. Consideration prevails because the converts object to being taken from the English Church and placed like so many sheep in the American Church even though the two Churches be in communion. Mr. Walker is trying to persuade them to think not so much of the present but of the future when they may perhaps have a Chinese Church with a Bishop of their own nationality, and as he wisely and rightly points out, any step which tends to weld them together in closer union hastens the day when they will be a distinct body, originating from the missionary enterprise of both England and America, and then in completion a Church of its own, ready and willing to carry out the conversion of other Chinese with the kindly co-operation of the white man.

RIOTS IN TOKYO.

Exciting Scenes.

At last the agitation against the increase of car-fares in Tokyo has culminated in disorderly scenes in the streets, crowds of people throwing stones at passing cars and even assaulting innocent passengers, says the *Japan Chronicle* of Sept. 7. Employees of the company and police were also roughly handled by the mob, one official being seriously wounded. The police were apparently anxious to do nothing likely to lead to a repetition of last year's scenes, but were forced to interfere on Wednesday night (Sept. 6) when the attitude of the mob became threatening. A number of arrests were made, and others followed yesterday.

The proceedings at the meeting in the Honzo Theatre on Tuesday were quite orderly. After the manifesto had been approved, a resolution was adopted demanding the establishment of a uniform three-shen fare, special rates for students and workmen, more ample accommodation in the cars and more frequent service, and greater precautions for public safety. A deputation was then appointed to wait upon the Ministers of State and other officials concerned, while others present were appointed to investigate the financial condition of the company.

When this business had been concluded a young man named Mori Bunpei, said to be a Socialist, rose in the body of the hall and asked permission to address the meeting. This being granted, he urged his hearers to boycott the electric-cars if the company carried out the proposed increase. On being put to the meeting in the form of a resolution, it was carried unanimously. Other speeches followed, and the meeting, terminated at two o'clock on Wednesday evening with hearty "Banzai" for his Majesty the Emperor.

Among those present at this meeting were Mr. Yoshino, for many years Chairman of the Tokyo-fu Municipal Assembly, Mr. Nagaki, a leading barrister, and many other prominent public men.

In the afternoon of Wednesday another meeting was held in Hibiyu Park, promoted by Matsumoto Dobetsu. Probably attracted by the remembrance of the scenes on that very spot just a year ago, a large number of people assembled in the park, but it was noticeable—especially to those who were present the first time—that there was not one policeman in uniform was to be seen, though it is believed many were present in private clothes. At about half-past four Matsumoto addressed the meeting, denouncing the action of the tram companies and the Home Minister for supporting them. He urged his hearers to support his proposal to destroy the cars and the companies' premises, and resort to any other means to express their opposition to the increase. Brandishing a stick, Matsumoto said that the cars, the company's premises, and the Home Minister's official quarters were all in sight, if those present wished to resort to extraordinary means, they could do so at once. He advised them, however, to disperse peacefully, and await developments on the 11th instant.

A resolution to this effect was adopted and the meeting closed, Matsumoto leaving the park by the main entrance, and the mob, after having been attracted

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL depart for the Undermentioned PORTS on the DATE
 SHANGHAI DELHI About 18th Freight and
 Capt. J. D. Anderson, R.N. September. Passage.

LONDON, via Cape Town, DEWANNA Noon, 22nd Sea Special
 Capt. T. H. Brown, R.N. September. Advertisement

MARSEILLES, LONDON & SOCOIRA About 27th Freight only
 Capt. W. R. Hickey, R.N. September.

P. & O. N. Co.'s Office. E. A. HEWITT, Superintendent

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 11 Days across
 the Pacific by the "EMPERESS OF THE SEAS" from Vancouver to Vancouver

18 DAYS HONGKONG TO VANCOUVER

(Subject to Alteration)

R.M.S. EMPERESS OF THE SEAS 6000 Tons THURSDAY, Sept. 27, 1906, at 10 a.m.

EMPERESS OF CHINA 6000 Tons WEDNESDAY, Oct. 3, 1906, at 10 a.m.

TARTAR 4425 Tons WEDNESDAY, Oct. 31, 1906, at 10 a.m.

EMPERESS OF JAPAN 6000 Tons WEDNESDAY, Nov. 24, 1906, at 10 a.m.

EMPERESS OF INDIA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF AUSTRALIA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF AFRICA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF AMERICA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF EUROPE 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF ASIA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF OCEANIA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF ANTARCTICA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF ARCTICA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF PACIFICA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF ATLANTICA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF INDIANA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF ILLINOIS 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF OHIO 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF PENNSYLVANIA 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW JERSEY 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

EMPERESS OF NEW YORK 6000 Tons WEDNESDAY, Dec. 10, 1906, at 10 a.m.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL

EUROPEAN, NORTH AND SOUTH AMERICAN, WEST

AUSTRALIAN, JAPAN, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

GLASGOW AND LIVERPOOL MENAULS 27th September.

GLASGOW AND LIVERPOOL NINGBO 27th

HOMEWARDS.

GLASGOW AND LIVERPOOL LONDON 18th September.

GLASGOW AND LIVERPOOL LONDON 25th

GLASGOW AND LIVERPOOL LONDON 30th

GLASGOW AND LIVERPOOL LONDON 30th

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

TAKING CARGO ON THROUGH BILLS OF LADING TO ALL

POINTS IN THE UNITED STATES OF

AMERICA AND CANADA.

EASTWARD.

GLASGOW AND LIVERPOOL LONDON 18th September.

GLASGOW AND LIVERPOOL LONDON 25th

GLASGOW AND LIVERPOOL LONDON 30th

GLASGOW AND LIVERPOOL LONDON 30th

WESTWARD.

GLASGOW AND LIVERPOOL LONDON 18th September.

GLASGOW AND LIVERPOOL LONDON 25th

GLASGOW AND LIVERPOOL LONDON 30th

GLASGOW AND LIVERPOOL LONDON 30th

CHINA NAVIGATION CO., LD.

FOR SHANGHAI, MANILA, KOBÉ, YOKOHAMA, AND

HONGKONG, SINGAPORE, PENANG, COLOMBO, AND

PORT SWAN, AUSTRALIA.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

Shipping.

PACIFIC MAIL S.S. CO.

OCCIDENTAL AND ORIENTAL S.S. CO.

TOYO KISEN KAISHA

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND SOUTH AMERICA,

AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU,

and OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

COPTIC 9,000 Gross Tons SATURDAY, 22nd Sept., at Noon.

HONGKONG MARU 11,000 TONS TUESDAY, 2nd Oct., at Noon.

KOREA 18,000 TONS FRIDAY, 12th Oct., at Noon.

AMERICA MARU 11,000 TONS TUESDAY, 23rd Oct., at Noon.

CHINA 18,000 TONS TUESDAY, 30th Oct., at Noon.

MONSIEUR 18,000 TONS TUESDAY, 6th Nov., at Noon.

CHINA 18,000 TONS TUESDAY, 13th Nov., at Noon.

NIPPON MARU 11,000 TONS TUESDAY, 20th Nov., at Noon.

DORIC 9,500 TONS FRIDAY, 30th Nov., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 18-27th 1905;

10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905;

4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu

en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905

10 days, 10 hours and 29 minutes.

THE O. & O. Steamship COPTIC will be despatched for SAN FRANCISCO, via

AMOI, SHANGHAI, NAGASAKI, (INLAND SEA), KORE, YOKOHAMA

and HONOLULU, on SATURDAY, the 22nd September, 1906, taking cargo

for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-

land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and

South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the

Companies, QUEEN'S BUILDINGS, S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,

via KEELEUNG, MOI, KOBÉ & YOKOHAMA; FOR

OPERATING IN - - - - - OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP TONS CAPTAIN To Sail

NUMANTIA 4370 FELDMANN Oct. 5, at Daylight

ARABIA 4483 MEYERSTEIN Nov. 6, at Daylight

ARAGONIA 5198 ERNST Nov. 19, at Daylight

NYCOMEDIA 4370 G. MEYER Dec. 4, at Daylight

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian

and United States Ports. For through rates of Freight and further information,

communicate with or apply to

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, MANILA, KOBÉ, YOKOHAMA, AND

HONGKONG, SINGAPORE, PENANG, COLOMBO, AND

PORT SWAN, AUSTRALIA.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

SHANGHAI MANILA 18th September.

Shipping.

NORDEUTSCHER LLOYD. BREMEN.

NOTICE.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leaves	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles & London	Plymouth
Colombo			2 days earlier	1 day later
DEVANHA	7000	CHINA	8000	Oct. 28
OCEANA	7000	INDIA	8000	Nov. 3
DELHI	8000	MONGOLIA	10000	Nov. 10
SIMLA	8000	BRITANNIA	7000	Dec. 1
DELTA	8000	MOOLTAN	10000	Dec. 22
				1907
MALTA	6000	HIMALAYA	7000	Dec. 20
DEVANHA	8000	MOLDAVIA	10000	Jan. 19
DELHI	8000	VICTORIA	7000	Jan. 26
ARCADIA	7000	CHINA	8000	Feb. 2

The "Oceana" proceeds through, and takes passengers for Marseilles and London without transhipment. Passengers change steamers at Colombo, and those for Bremen transfer also to the Express Mail Steamer at Port Said. Arrangements for the connecting steamer from London are arranged in Hongkong at time of booking.

See to the above Mail Steamers the following:

INTERMEDIATE (Non-Through) Steamers

WILL LEAVE FOR

LONDON,

SHIPPING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leaves	Due at
to	Hongkong	Plymouth
MANILA	4500	Dec. 10
NILE	7000	Dec. 24
CEYLON	4500	Nov. 21
SUMATRA	5000	Dec. 5
NAMUR	7000	Jan. 2
NUBIA	6000	Jan. 16
BORNEO	7000	Jan. 30

These steamers call at Singapore, Penang, and Malacca. Carry only First Saloon Passengers. For Freight and Passage, apply to the Agents.

F. A. HEWETT,
Superintendent.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers	Destination	To Sail
BRISGAVIA	SHANGHAI, KOBE & YOKOHAMA	28th Sept.
HABSBURG	SHANGHAI, YOKOHAMA & KOBE	29th Sept.
SEGOVIA	YOKOHAMA & KOBE	Beginning of Oct.
SITONIA	SHANGHAI, KOBE & YOKOHAMA	14th Oct.
C. FEED. L. ABIESZ	SHANGHAI, YOKOHAMA & KOBE	28th Oct.
ANDALUSIA	SHANGHAI, KOBE & YOKOHAMA	13th Nov.
AMBERIA	SHANGHAI, YOKOHAMA & KOBE	27th Nov.

HOMeward.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GENEVA, LIVERPOOL, GLASGOW, TILBURG, GENEVA, PORTS in the Levant, Black Sea and Baltic Ports; Norway and Scotch Arviclas Ports), also via ALEX or PORT SAID by the "ARABIC" SERVICE to ALEXANDRIA and PERMAN GULF PORTS.

Steamers	Destination	To Sail
SCANDIA	NAPLES, HAVRE, ANTWERP & HAM	20th Sept.
LIBERIA	BURG, via Singapore, Penang & Colombo	22nd Sept.
SENIGAMBIA	HAVRE & HAMBURG	2nd Oct.
SUEVIA	HAVRE, BREMEN and HAMBURG	16th Oct.
HABSBURG	NAPLES, HAVRE and HAMBURG	30th Oct.
BRISGAVIA	HAVRE & HAMBURG	13th Nov.

* Special attention of intending passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity, duly qualified Doctor and Stewardess on board. Laundry on board.

COAST SERVICE.

Steamers	Destination	To Sail
DAPHNE	NAGASAKI and VLADIVOSTOK	Beginning of October
KOWLOON	SHANGHAI and CHINKIANG	To follow
LYDIA	SHANGHAI and CHINKIANG	To follow

* Taking Cargo at through Rates to Tientsin and Chemulpo. For Freight and Passage, apply to

For Steamers of the Coast Service
HAMBURG AMERIKA-LINIE
SIEMSEN & CO. HONGKONG OFFICE. 313

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

Co's S.S.	For	Leaving
MASAN MARU	TAMUI, Via SWATOW	TUESDAY, Sept. 18, at 10 a.m.
Capt. S. TAGAMI	AND AMOY.	

These Steamers have excellent Accommodation for First and Second-class Passengers and are fitted throughout with Electric Light. First-class Saloon Ample, Unvalued Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Shipping.

IMPERIAL
GERMAN
MAIL
LINES.

NORDDEUTSCHER LLOYD-BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

Steamers	Sailing Dates	1906
PRINZ HEINRICH	WEDNESDAY	28th Sept.
GNRIENAU	WEDNESDAY	10th Oct.
PRINZ LUDWIG	WEDNESDAY	21st Oct.
PRINZESS ALICE	WEDNESDAY	7th Nov.
ROON	WEDNESDAY	21st Nov.
BUELOW	WEDNESDAY	5th Dec.
PRINZ REGENT LUITPOLD	WEDNESDAY	19th Dec.
		1907
PRINZ EITEL FRIEDRICH	WEDNESDAY	2nd Jan.
SEIDLITZ	WEDNESDAY	16th Jan.

ON WEDNESDAY, the 28th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain GOSCH, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 24th September; Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 25th September, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 25th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$9.00, and Parcels must not exceed Two Cubic Feet in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Dinner can be washed on board.

RATES OF PASSAGE MONEY FROM

HONGKONG:

To Naples, Genoa and Gibraltar

Return

To Southampton, London, Bremen and Hamburg

Return

To New York, via Suez, via Naples, Genoa or Gibraltar

Return

Via Bremen or Southampton

Return

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

HERBERTSHOEHE, MATUPE, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG-

(SUBJECT TO ALTERATION).

Steamers	Sailing Dates	1906
PRINZ WALDEMAR	TUESDAY	18th Sept.
PRINZ SIGISMUND	TUESDAY	16th Oct.
WILHELM	TUESDAY	13th Nov.

ON TUESDAY, the 18th day of September, at Noon, the Steamship PRINZ

WALDEMAR, Captain WAEZEMAN, with Mail, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class 1st Class 2nd Class

To MANILA

To NEW GUINEA

To BRISBANE

To SYDNEY

To MELBOURNE

To YOKOHAMA

To KOBE

To YOKOHAMA & back from KOBE to HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial

To Europe via Australia and America

(from Australia to New York via Vancouver by the C. P. R. Co's steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR

YOKOHAMA & KOBE

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA

Do

* Reaching Yokohama in less than 6 Days.

TRANSFACIFIC THROUGH TICKETS FROM HONGKONG,

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co's steamers,

P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to

EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are

issued at the following rates:-

1st Class

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa, via Gibraltar

For further Particulars, apply to

Norddeutscher Lloyd.

MELOERS & CO., Agents.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

\$17 per Annum (including Postage).

China Mail Office, 6, WYNDHAM STREET HONGKONG.

To be had at the 'China Mail' Office, 6 Wyndham Street.

THE

HONGKONG

DOCKS.

A Record of the Founding and Development of the Hong Kong and Whampoa Dock Co., Limited.

Reprinted from the 'China Mail'.

Price Fifty Cents.

To be had at the 'China Mail' Office, 6 Wyndham Street.

Hongkong, August 24, 1906.

1854

ENGLISHMAN EATEN BY A CROCODILE.

A correspondent at Salisbury, in Rhodesia, relates the terrible fate of an Englishman, named Warman, whilst on a trading trip. The route taken by Warman, who was accompanied by a companion named Bennett, led him over the river Kafue. To cross this the Englishmen made a raft, but scarcely had they got to midstream when the frail craft was upset by a crocodile, Warman and Bennett, both being left floundering in the water. They struck out for the opposite shore, which Bennett reached, but on looking round he saw the crocodile seize Warman's leg and drag him under the water. Bennett had to travel 300 miles before he reached a white man's abode at Boma. Warman leaves a widow and family in England.

THE PROPOSED NEW ALPINE TUNNEL.

Further particulars of the project for a trunk line called the "Lotschberg," with electricity as motor-power, to pass through the Bernese Alps and connect at Brig with the Simplon, are published in a report to the Washington Bureau of Manufacturers by the American Consul at Berne.

The new railroad will require five and a-half years to build, and necessitate a tunnel over eight miles long out of an entire length of about 33 miles. The cost will be over \$3,000,000. The line will serve as the most direct means of communication between Northern Italy (Milan and Genoa) and the vast district lying to the north and north-west of Switzerland. It will shorten the approach to the Simplon, that now must be reached via Lausanne, and will compete with the St. Gotthard Tunnel railroad.

The road that has to be constructed will commence at Frutigen a town near Spiez, a few miles from the lake of Thun, which is in direct communication with the towns of Thun and Pontarlier, and with the cities of Berne and Basel. It will merge into the Simplon at Brig, and will eventually form the completion of the great work.

Paris will be brought fifteen miles nearer the cities of Italy than via the new Lausanne-Simplon Tunnel route, and about 100 miles nearer than via St. Gotthard. From Chablais northern Italy can be reached with 82 miles less travel than via Lausanne through the Simplon.

Shipping.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAE, BRISBANE, SYDNEY AND MELBOURNE.

THE Steamship PRINZ WALDEMAR, Captain C. WOLTERMAN, will leave for the above places on WEDNESDAY, the 18th inst., at 4 p.m.

This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELOERS & CO., Agents.

Hongkong, September 14, 1906. 1793

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

STEAM FOR SHANGHAI, TIENTSIN, NAGASAKI, HIOGO AND YOKOHAMA.

THE Steamship PRINZ LUDWIG, Captain von BIERER, will be despatched for the above places on or about TUESDAY, the 25th of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOERS & CO., Agents.

Hongkong, September 7, 1906. 1760

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, THOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship AUSTRALIAN, Captain ST. JOHN GEORGE, will be despatched as above on SATURDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerator (the Chamber), which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 6, 1906. 1752

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, VIA JAPAN PORTS.

Will be sent to Valparaiso if sufficient inducement.

THE Steamship KASATO MARU, Tons 6000, will be despatched for Salina Cruz, Callao, and Iquique, via Japan Ports, on

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to

K. MATSUDA, Manager, Yokohama Building.

Hongkong, August 24, 1906. 1854

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$2,250,000

STERLING RESERVE, \$10,000,000

SILVER RESERVE ... 10,250,000

RESERVE LIABILITY OF PROPRIETORS ... \$10,000,000

COUNT OF DIRECTORS:-

A. HAUPT, Esq., Chairman.

G. H. MEYER, Esq., Deputy Chairman.

E. GOETS, Esq., Hon. M. W. J. Gress.

R. SHEPHERD, Esq., N. A. SLEIGH, Esq., C. R. LENZMANN, Esq., H. A. W. SLADE, Esq., D. M. NISSIM, Esq., H. E. TOMKINS, Esq.

ACTING CHIEF MANAGER: Hongkong-H. E. R. HUNTER.

ACTING MANAGER: Shanghai-W. D. ADAMS (GRAM).

LONDON BANKERS-LONDON AND COUNTY BANKING CO., LD.

HONGKONG-INTEREST ALLOWED.

On Current Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits:-

For 3 months 2 1/2 per cent. per annum.

" 6 " 3 " " "

" 12 " 4 " " "

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, August 20, 1906. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, H. E. R. HUNTER, Acting Chief Manager.

Hongkong, May 30, 1906. 1517

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

PAID-UP CAPITAL.....£1,125,000

RESERVE FUND.....£562,500

SPECIAL RESERVE FUND.....£1,000,000

HEAD OFFICE-YOKOHAMA.

BRANCHES AND AGENCIES:

